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PRICE TWO CENTS
IN NEW YORK CITY AND SUBURBS. THREE CENTS
ON TRAINS AND ELSEWHERE.

LABOR UNITS FOR ELECTIONS IN EVERY STATE

Gompers and A. F. of L.,
With Rail Brotherhoods,
Back Project.

ASK FARMERS' AID TOO

To Vote for "Friendly" Men
for Congressmen, Govern-
ors and Judges.

NO THIRD PARTY PLANNED

Idea Is to Oust "Lawyers,
Bankers, Trust Barons and
Mine Operators."

WASHINGTON, Feb. 6.—Definite plans for the first nationwide aggressive political campaign by organized labor to control Congress and elect friendly national and State officials have been made by a committee of the American Federation of Labor and will be announced soon. The fight, labor officials declared to-day, would be bi-partisan and would be launched in the coming Presidential primaries.

Organization details have been formulated by a committee composed of the executive council and department presidents of the federation, which has been in session here for the last two days. Samuel Gompers, president of the federation, to-night said that an explanation of the movement would be made public to-morrow. The committee formulating plans was appointed by Mr. Gompers in accordance with instructions given by the general labor conference held here last December to put into effect the declaration of principles adopted at that time.

Representatives in Congress whose records show them to be unfriendly to organized labor, it was said, would be the target of the campaign, would be opposed vigorously for reelection, and new candidates hostile to labor's interests would meet the same opposition. Every craft affiliated with the Federation will be called upon to join the political fight, it was added, and Congress districts will be actively canvassed, and an army of organizers will be put in the field. The Federation now claims a membership of more than 4,000,000.

Wide Campaign Is Planned.

In addition, the campaign will be carried into State and local primaries and elections and an attempt will be made to obtain Governors, Judges and legislatures well disposed toward labor. Labor leaders explained that while an effort would be made to enlist the support of the farmers, no third party movement is considered advisable. No attempt to reach an agreement with national farm organizations will be made, but the appeal will be addressed directly to the workers themselves, it was said. The cooperation of friendly State and local farm organizations, however, is hoped for, particularly in North Dakota, Minnesota and adjoining States where the Non-Partisan League has gained a hold, and in New York, South Carolina and other States having strong farmers' organizations.

Chiefs of the big four railroad brotherhoods, now in Washington for wage conferences with the Directors General, and at any political discussion when asked to-day if the railroad employees were aligned with the Federation in the contemplated fight, Warren S. Stone, chief of the Locomotive Engineers, said that he had been too busy with other matters and had talked to no one regarding the projected scheme.

On the other hand to-morrow's issue of Labor, the official organ of the Plumb Plan League, will have as its leading editorial a call to "Ninety million wage earners and farmers" to organize now to elect their quota of Senators and Representatives.

H. E. Williams, chairman of the Legislative Committee of the Brotherhoods, and L. E. Sheppard, president of the conductors, are members of the Editorial Board of Labor.

Want Workers as Lawmakers.
The editorial declares that there should be at least 200 workers and farmers in Congress, instead of the "lawyers, bankers, the trust barons and the mine operators," now holding seats.

"Labor and the farmer have the votes," the editorials say. "They need only to mobilize these votes or results. They should begin to organize now. It will be too late after the primaries close, and there never was greater reason for such a union and for such an action than now."

The editorial condemns the return of the railroads to private ownership, universal training, intervention in Mexico, anti-strike legislation and "a new alien and restriction law." Privilege, it says, wants "an Attorney General of its own class, to it can put men in jail for even discussing the right to strike."

"In a Republican district a man should be nominated who can be relied upon to oppose these things," it continues. "In a Democratic district a Democrat should be nominated who will oppose these things."

FOUR MEN BROUGHT
TO LAND ON LIFE LINE
Three Masted Barge Goes
Ashore on Corson Inlet.

Special Despatch to The Sun and New York Herald.

Cape May, N. J., Feb. 6.—A three-masted barge, the George W. Schiedel, bound from Boston to Philadelphia in tow by two other barges, broke loose and went ashore on the north end of Corson Inlet.

INDEMNITY CLAUSE IN PEACE TREATY TO BE REVISED OR SCRAPPED

Momentous Decision Results From Threatened Economic Ruin and Anarchy in Central Europe—
Britain May Renounce Claims.

By a Staff Correspondent of The Sun and New York Herald.

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LONDON, Feb. 6.—Spreading symptoms of economic ruin and anarchy in Central Europe have brought about the momentous decision in the highest quarters, the correspondent of THE SUN and NEW YORK HERALD is able to state without qualification, that the economic clauses of the peace treaty must undergo a drastic revision that will mean practically scrapping them. This action will be taken for four reasons:

First—Because there is no longer the slightest possibility that Germany will fulfill the obligations fastened on her by the peace treaty as regards indemnities.

Second—It will enable the continental governments to deflate their balance sheets by compelling those governments to adopt adequate taxation measures.

Third—if revenues are made to meet expenditures further outpouring of paper money will be rendered unnecessary.

Fourth—It will have a favorable effect toward restoring the value of continental exchange and make it possible to meet objections which now prevent the raising of foreign credits in order to rehabilitate industry.

Although it cannot be stated with assurance what lines the modification of the treaty will take, it is likely that Great Britain will assume the leadership by renouncing her claims for any indemnity or cash payment from Germany. There also is a possibility that England may cancel the indebtedness of the Allies to her, although this does not come under the treaty revision plans.

German Indemnities Estimated at \$40,000,000,000.

The tremendous indemnities not only in cash but in coal from Germany will undergo such modification as will bring them within the bounds of her capabilities and prevent her from falling into a state of progressive decay.

Germany has been saddled with indemnities estimated at about \$40,000,000,000, on which the annual interest charge is about \$2,000,000,000. Even if her trade were prosperous the highest estimate places her ability to pay at not more than \$500,000,000 a year, and at present she is able to pay nothing because she has an unfavorable trade balance.

Even aside from the indemnities she is unable to pay her own Government expenses, and vast amounts of paper money are being issued for that purpose, as well as to pay German subjects whose properties have been confiscated by the treaty or who were compelled to give up their foreign investments.

The treaty provides that Germany must deliver 48,000,000 tons of coal a year to France and Belgium; this also must be paid for, necessitating the issue of more paper money.

Notwithstanding Germany's palpable inability to pay, France and Italy and to some extent Belgium, have continued to delude themselves by huge issues of paper money in lieu of taxation in order to meet the Government expenditures. The people of these countries have been led to believe that eventually this paper money will be replaced by German cash.

Great Britain Realizes Its Responsibilities.

When official action is taken to revise the treaty these nations undoubtedly will protest, but the financial authorities of Great Britain feel that the weight of responsibility lies on them to prevent further collapse on the continent, and they have concluded that a lessening of Germany's burden is the keynote of the whole situation and that this is an imperative step, dictated by common sense rather than by sentiment.

At the time the treaty was framed France was obsessed with the fear that unless Germany was reduced to a state of helplessness she would work harder than ever to hasten her revenge, and Premier Clemenceau was admired for the manner in which he overruled every one who urged moderation toward Germany, but now it is realized that in heeding the French Prime Minister's appeals the peace conference paved the way for economic disaster, both for Central Europe and for France. Measures must be taken now to prevent that disaster.

Move to Reduce War Indemnity Meets Approval in Washington

Special Despatch to The Sun and New York Herald.

WASHINGTON, Feb. 6.—Proposals for action by Great Britain and other European Governments to steady the European financial situation by changing the peace treaty to reduce or eliminate the German indemnities will have no appreciable effect on the fiscal policies of the American Government. The United States has asked no indemnity from Germany and Treasury officials have taken the view that the indemnities of other Governments should be reduced to a point that would permit Germany to pay.

While official comment was lacking on the special cable despatch to The

Continued on Third Page.

TO OUR READERS

Because of the paper famine we are compelled to restrict this issue of THE SUN and THE NEW YORK HERALD to sixteen pages. The newsprint situation is extremely serious throughout the whole country. This condition makes it necessary to discontinue temporarily the publication of the court calendars, tabulated real estate transfers, mortgages, liens, &c., and records of the Police Department. Publication of these departments will be resumed as soon as possible. In addition to the famine, the railroads are tied up to such an extent that paper cannot be shipped from the mills and the streets are so blocked that paper on cars here cannot be trucked.

RAIL EARNINGS IN 1919 HALF OF NEW GUARANTEE

Net Operating Income for
Last Year Reported as
2 3-4 Per Cent.

COSTS GROWING FASTER

Receipts Fail to Keep Pace
With Flight of Ex-
penditures.

DEFICIT OF \$390,000,000

Total Loss for Two Years Under
Government Operation
Reaches \$605,000,000.

Special Despatch to The Sun and New York Herald.

WASHINGTON, Feb. 6.—Only 2 3-4 per cent. was earned by the railroads of the country in their total capitalization of \$19,000,000,000 in 1919, the second year of Government operation, according to a forecast of the operating results for the year, made public to-night.

The figures show that while railroad revenues passed the \$5,000,000,000 mark for the first time in the country's history, the high cost of labor and materials resulted in a net operating income of only \$515,000,000.

Under the provisions of the new Cummins-Each railroad act, now being finally drafted by the joint conference committee of the Interstate Commerce Commission of Congress, a net return of 3 1/2 per cent. on the \$19,000,000,000 railroad investment will be fixed as the minimum of financial safety. This minimum is just double the 2 3-4 per cent. the roads were able to earn in 1919.

Net Income Falling.

The effect of the war and the high cost of living on railroad earnings is shown in the following figures of four years' operation—the first two under private operation and the last two under Government operation:

Year.	Revenue.	Operating expenses.	Net income.	P. C.
1916.	\$3,822,000,000	\$3,100,000,000	\$722,000,000	1.9
1917.	4,500,000,000	3,700,000,000	800,000,000	1.8
1918.	5,100,000,000	4,200,000,000	900,000,000	1.8
1919.	5,150,000,000	4,635,000,000	515,000,000	2.3/4

The operating expenses and taxes were \$2,567,000,000 in 1916, \$3,075,000,000 in 1917, \$4,223,000,000 in 1918 and \$4,668,000,000 in 1919.

While the receipts from freight and passengers in this period have increased \$1,500,000,000, or 43 per cent., the payroll and the cost of coal and materials have risen \$2,100,000,000, or 51 per cent. The result is that the net operating income, out of which interest and dividends are paid, has been reduced by \$540,000,000, or more than one-half.

The 1919 earnings compared as follows with the average in the three year test period (1914-1917), on which is based the Government war guarantee of net income:

Item.	1919.	Test period '14-'17.
Revenue.	\$5,150,000,000	\$3,235,000,000
Operating expenses.	\$4,635,000,000	\$2,567,000,000
Net operating income.	\$515,000,000	\$668,000,000

Costs of Operating.

While the detailed reports for 1919 will not be assembled for several weeks, railroad statisticians estimate from data at hand the following comparative costs of operating the railroads now and in the test period immediately prior to Government control:

Item.	1919.	Test period '14-'17.
Wages.	\$2,500,000,000	\$1,500,000,000
Coal.	500,000,000	200,000,000
Materials.	1,250,000,000	700,000,000
Expenses.	2,000,000,000	1,000,000,000
Total.	4,650,000,000	2,800,000,000

The net operating income for the year shows a deficit of \$390,000,000, as compared with the Government guarantee. The 1918 deficit was \$215,000,000, so that the total for the two years is \$605,000,000. Other Government losses and expenses in operating the transportation system bring the total loss above \$600,000,000, which will be increased in the two months ended March 1, when the \$540,000,000, or more than one-half,

ITALIAN SOCIALIST URGES DIVORCE BILL

Two Years Separation One of
Several Conditions.

ROME, Feb. 6.—The Socialist Deputy Marangoni presented to-day to the Chamber of Deputies a bill providing for divorces. Under the bill a divorce would be permitted after two years of separation or after three years where a couple have children.

Causes for divorce under the bill would be sentences to imprisonment exceeding five years, mental infirmity and incurable diseases.

LABOR PAY UP 17 P. C. IN YEAR

Increase in Union Scales Jump 55
Per Cent. in Six Years.

WASHINGTON, Feb. 6.—Union wage scales in the general industry in 1919 averaged 17 per cent. higher than in 1918 and 55 per cent. higher than in 1913, according to a summary issued to-day by the Bureau of Labor Statistics. The regular hours of labor a week in 1919 were 5 per cent. less than in 1918.

Democrats Choose Headquarters.

SAN FRANCISCO, Feb. 6.—The Palace Hotel has been selected by George F. Mara, assistant to Homer S. Cummings, chairman of the Democratic National Committee, as headquarters of the party leaders during the convention here, beginning June 28.

PNEUMONIA DEATHS.
Neglected colds lead to pneumonia. Treat the cold promptly with Father John's Medicine. No alcohol—Adm.

CITY FACES PERILOUS TIEUP TO-DAY; SNOW BLOCKADE WILL TURN TO ICE; AGITATORS HAMPER WORK OF RELIEF

\$90,000 STOLEN IN LOCKED SAFE

Expert Burglar Penetrates
Strong Box in Law Office at
Broadway and Cedar St.

COMBINATION UNHARMED

Second Big Robbery Below
Fulton Street Dead Line
Within a Short Time.

A burglar apparently so well versed in his art that he can open a safe lock without knowing the combination stole \$90,000 worth of securities on Thursday night from the safe of James R. Deering, head of the law firm of Deering & Deering, on the fifth floor of the New York Title Insurance Company's building, 135 Broadway.

The outer door of the offices was opened with a jimmy, but the safe was penetrated without violence.

Of the loot \$50,000 in Liberty bonds. The rest of the securities are more difficult to dispose of.

This is the second "safe job" below the old Fulton street crook's deadline in securities were stolen Wednesday from a safe in the office of the Pittsburgh Steel Company in the Equitable Building, almost across the street from the Deering offices.

In that instance, too, the thief was so soft fingered that he left no marks on the safe.

Mr. Deering, who is a son-in-law of Henry Clay Pierce, the oil man, is confident that no person except himself knew the combination which would open his safe. It was given to him verbally by his father, the late James R. Deering, and, so far as the son knows, was never committed to paper.

The safe, which has seen years of service, is in Mr. Deering's private office at the Broadway and Cedar street corner. It contains his private papers, and the securities, which alone were stolen, are his personal property.

Upon entering his office yesterday morning Mr. Deering saw that the shades of both windows were drawn, which was unusual. Papers on his desk were scattered about. Among them was a bundle which had been in the safe when he last had occasion to open it, several days ago. He knelt and moved the knob of the combination lock. It worked all right, and he opened the door.

A thin second door had been taken from its hinges, exposing a number of small compartments. All of these had been opened, including the only one that had been locked and of which the key was lost some time ago. The compartment that had held the securities was empty.

Examining his rolloff desk more carefully, the lawyer found that two locked drawers had been pried open but nothing stolen.

Larger Safe Not Molested.

There are eight other rooms in the suite of Deering & Deering. Nothing was touched in any of them. A larger safe in the outer office, in which had been kept registers and records, had been passed by. The burglar's manner of entry from the corridor of the building was betrayed by marks made by a chisel or jimmy when it was inserted between door and jamb to press back the bolt of an ordinary spring lock. The police found somewhere on the premises a chisel that fitted these marks.

Thus far it was a plain case of breaking and entering, but the mystery of the combination lock was a deep one. Once when something went wrong with the combination an expert from a safe manufacturing company was able to open the door by listening to the click of the tumblers as the knob was turned.

Until the right number of turns was made, it is assumed that if a safe expert could do this a burglarly expert might in some cases.

Mr. Deering offers a liberal reward for information leading to the return of the securities, the arrest and conviction of the thief or thieves.

BRITAIN AND SOVIET PEACE UNDER WAY

Adolph Joffe, Bolshevik, Re-
ports Progress.

STOCKHOLM, Feb. 6.—Peace negotiations between Great Britain and Soviet Russia are now in progress, according to a statement which the Svenska Dagbladet attributes to Adolph Joffe, before his departure from Dorpat, where he headed the Bolshevik peace delegation.

"In the newspaper adds, and that Russia desired peace with all nations and merely stipulated, as a main condition, no interference in her internal affairs."

STUART AND TITUS NAMED.

Chosen for Commerce Commission
and Shipping Board.

WASHINGTON, Feb. 6.—President Wilson today nominated Henry C. Stuart, formerly Governor of Virginia, as a member of the Interstate Commerce Commission to succeed James S. Harlan of Indiana, whose term of office has expired, and Louis Titus, an attorney of San Francisco, as a member of the United States Shipping Board, to succeed Henry M. Robinson, resigned.

This is the second appointment which Mr. Stuart has received to a Federal office since his term as Governor of Virginia expired two years ago. In April, 1918, he was named a member of the Federal Most Commission. Before he was elected Governor Mr. Stuart was a member of the Virginia State Railroad Commission.

HYLAN CALLS ON CARRIERS TO LEND TRUCKS AND MEN

Appeals to Them to Stop Their Business Operations
Until Tuesday Morning and Help
Break Blockade.

Mayor Hylan issued yesterday a proclamation calling upon all in the trucking business, with the exception of those delivering coal, foodstuffs, milk and daily newspapers, to cease work last night until Tuesday morning and turn their trucks, wagons and laborers over to the city for use in carrying away snow in the emergency.

The proclamation follows:
To the People of the City of New York:
The Street Cleaning Commissioner reports to me that due to a lack of men and trucks it is impossible to remove the extraordinary conditions confronting the city by reason of the present great storm and that the health and business of the people of the city are being seriously jeopardized by reason thereof, and immediate provision must be made to remedy existing conditions.

The situation, therefore, is one of great emergency and calls for immediate action. It can be met successfully only through active cooperation and aid of all engaged in the transportation business such as railroads, steamship lines and other carriers, not including those engaged in the delivery of foodstuffs, coal, milk and daily newspapers.

I therefore call upon all those engaged in such transportation business to cease work from Friday night, February 6, until Tuesday morning, February 9, 1920, and most earnestly request their trucks and other paraphernalia in-

cident to their business, including their laboring forces, be offered to the city in this extreme emergency. All transportation lines entering New York are requested to volunteer the use of their piers for dumping the snow.

Information as to trucks and men available for snow removal should be transmitted to the Department of Street Cleaning snow offices in the following boroughs:

Manhattan.....Tel. Worth 5210.
Brooklyn.....Main 5231
Bronx.....Melrose 6776

A dump will be promptly assigned to such volunteers nearest to them for short hauls.

A meeting of representative business men will be called forthwith to cooperate in carrying out this plan for the relief of the people of the city.

JOHN F. Hylan,
Mayor.

At a conference of representatives of transportation companies held last night in the City Hall John J. Rierdon, president of the United States Trucking Corporation, said he would have 450 trucks and 300 laborers at the disposition of the Street Cleaning Commissioner to-day.

Representatives of Burns Bros. and the Farrell Coal Company said they could not lend trucks because the vehicles were needed to deliver coal, but they offered to bear part of the expense of snow removal.

The Bush Terminal Company has opened the docks for dumping snow into the river and two or three hundred laborers were promised to Commissioner MacStay.

The Old Dominion line steamship Princess Anne, after a bitter two days battle with the swirling sea storm that made havoc on the Jersey coast, ran blindly through obscuring snow at about 2 o'clock yesterday morning, high on the inner bar of Rockaway Point, where she may be held many days in the embrace of the gale swept sands. Her thirty-two passengers, without light or heat, her boiler room having been invaded by the battering breakers early yesterday afternoon, will have to stay aboard until a surf boat can reach her or help comes from steam craft from the sea.

It was said last night that it would be impossible for any rescuing steamer to get close enough to her in the darkness and snow without risking being tossed up to the growing shoals herself. The Merritt wrecking steamer Rescue, despatched from Norfolk, is expected to make Rockaway Point this morning and to take off all hands, unless they have been rescued meanwhile by venture coast guard life savers or a cutter launching boats from off shore.

The Princess Anne's remarkable exploit of smashing across the outer bar at Rockaway, where she might have pounded herself to pieces in ordinary circumstances, to the less dangerous inner shoal puzzled skippers who discussed the wreck until they were reminded of the phenomenal high tide of yesterday morning.

This made it possible for the Princess

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CLOSING TIME

for
Classified Advertising
in
The Sun.

AND
NEW YORK HERALD

for
The Daily Issue

9 P. M. Day before publication at SUN AND NEW YORK HERALD OFFICE, 280 B'way.

9 P. M. Day before publication at All Branch Offices.

9 P. M. Day before publication at SUN AND NEW YORK HERALD OFFICE, Herald Square.

SUNDAY ISSUE

4 P. M. Saturday at SUN AND NEW YORK HERALD OFFICE, 280 B'way.

4 P. M. Saturday at All Branch Offices.

5 P. M. Saturday at SUN AND NEW YORK HERALD OFFICE, Herald Sq.

"War Criminal" Proves to Be
a Lesser Light.

BERLIN, Feb. 6.—The Tagesspiegel says it learns that the "Bernstorff" was the list of persons whose extradition is asked by the Allies is not the Count von Bernstorff who represented Germany at Washington, but a "Count Bernstorff" who for a long time was "city commander at St. Quentin."

He is accused of making attacks on the French residents.

Colder Weather and Sharp Northerly Winds Are Forecast.

800 SHOVELLERS QUIT

Reds Urge Workers to Hold
Out for Extortionate
Wages.

20,000 MEN ARE NEEDED

Surface Car Service Almost
Negligible—Liners Ma-
rooned in Sound.

New York city wallowed helplessly yesterday in a sea of snow and slush. This morning, if the predictions of the forecaster are correct, it will freeze in the paralyzing clutch of a cold snap, which will turn the wet snow into ice, filling the roadways with ruts and obstructions almost iron hard and dangerously slippery.

According to James H. Scarr of the United States Weather Bureau the temperature to-day will be around twenty degrees.

One inch of snow fell yesterday up to 10 o'clock last night, and another inch was promised before the fall ceased some time this morning.

Demoralization of all transportation, by train, street car, horse and motor truck, continued yesterday, but everywhere manful efforts were made to break the blockade. Partial success resulted, notably in the case of the Long Island Railroad, which succeeded in opening up most of its line to slow, scheduleless train service and in rescuing trains from spots where they had given up the fight against drifts and icy third rails.

Service on the subway continued as usual, save that the underground routes everywhere were overcrowded, the much mentioned sardine no longer serving as an adequate comparison to the straphanger. The service on the elevated, exceedingly poor and unworthy of the term in the morning, perked up with the rising temperature. But Manhattan's street car remained in barns or were silent, motionless obstructions in the business streets of the borough. Brooklyn and the Bronx, with their overhead trolley wires, did much better.

Food and Coal Situation.
The food situation, despite the typhoon of some three thousand tons of food in local terminals and millions of dollars worth in the harbor is not yet critical, for New York has a big supply on hand, including that vast supply of navy "chow" which the armistice prevented the gobs from consuming. Coal is coming into the city slowly and painfully, but at any rate coming, and there is small danger of the Interborough or the B. R. T. suspending service.

Nine inches of snow has fallen in Manhattan, from ten to eleven in White Plains and generally north of New York, and from twelve to fifteen inches in the Bay Ridge sections of Brooklyn. The storm centre was last reported off Nantucket and moving northeasterly. Northerly winds blew in New York city, and these will continue, bringing with them colder weather to-day.

The Street Commissioner's sturdy army of snowshovelers, variously estimated at 4,000 to 7,000 strong, pitted its efforts against the unconquerable storm all day and still was plying shovels in the early hours this morning, even when the unabating downfall overlaid their bent backs with white frosting. And they fought, too, the deadliest enemy of all—discontent.

For while city authorities were trying frantically to solve the problem of choked streets agitators were going about among the workers trying to get them to lay down their shovels and quit. How many actually were turned away from their task, neither Mr. MacStay nor anybody else could tell. But it was estimated that the number had grown close to 600 last night.

No concern for dissatisfaction existed, as Mr. MacStay pointed out, until the agitators saw in the great demand for men a chance to extort more money. The city was offering only 4 cents an hour, while many contractors were paying 75 cents and \$1 daily. Whatever the number taken by this plea, the force left was hopelessly inadequate to the demands of the high piled thoroughfares.

At least 20,000 men would be needed, the Commissioner declared yesterday afternoon, and when the snow began falling fast again the need grew proportionately as the work already accomplished was largely if not completely nullified